

Arden Way–Auburn Boulevard Mobility Plan

Phase 1 Community Workshop Summary

Introduction

On March 11, 2026, the City of Sacramento hosted an in-person community workshop for the Arden Way–Auburn Boulevard Mobility Plan. The workshop provided an opportunity for community members to learn about the project, review existing conditions along Arden Way and Auburn Boulevard, and share input to help shape future safety, mobility, and access improvements.



Councilmember Roger Dickinson presenting opening remarks for the workshop.

The Arden Way–Auburn Boulevard Mobility Plan focuses on improving travel along two key commercial corridors: Arden Way (from Del Paso Boulevard to Ethan Way) and Auburn Boulevard/Harvard Street (from Arden Way to Marconi Circle). Both corridors are part of the City’s Vision Zero High Injury Network, meaning they experience higher rates of serious and fatal crashes and are priority areas for safety improvements.

The workshop supported the project’s *Phase 1: Listen + Learn* effort, which focused on gathering community input on project corridor challenges, needs, and priorities. A total of 11 participants attended the workshop.

Objectives & Purpose

- Increase awareness and understanding of the Arden Way–Auburn Boulevard and its goals
- Share existing project corridor conditions, safety challenges, and multimodal needs
- Gather community input on mobility, safety, access, and placemaking priorities
- Identify near-term and long-term improvement opportunities
- Encourage continued participation through future community engagement opportunities

Workshop Format & Structure

The workshop was held in-person and featured a brief presentation by the project team, followed by an open-house style format where attendees provided input on interactive and informational boards around the room.

Presentation Overview

The workshop presentation began with opening remarks from District 2 Councilmember Roger Dickinson. Councilmember Dickinson emphasized the importance of the Arden Way–Auburn Boulevard Mobility Plan in addressing long-standing safety concerns along the corridor and highlighted the City’s commitment to improving conditions for all users through data-driven and community-informed planning.



Community members engaging with project exhibits.

Following opening remarks, project team members Nicole Zhi Ling Porter (Senior Transportation Planner, City of Sacramento) and Matt Weir (Vice President/Project Manager, Kimley-Horn) provided an overview of the Arden Way–Auburn Boulevard Mobility Plan, its goals and objectives, an overview of existing conditions, the project timeline, and next steps.

Project Purpose

The Arden Way–Auburn Boulevard Mobility Plan will focus on:

- Reducing transportation injuries and fatalities;
- Expanding access to walking, biking, and transit;
- Addressing community-identified challenges;
- Supporting future housing and job growth; and
- Improving air quality and reducing greenhouse gas emissions.



The Arden Way-Auburn Boulevard Mobility Plan area.

The Arden Way and Auburn Boulevard project corridors are part of the City’s Vision Zero High Injury Network; the eastern segment of Arden Way is identified as one of the City’s Top 10 High Injury Corridors. The project objectives prioritize improving safety, mobility, and accessibility in the area.



Key deliverables for this planning effort will include a comprehensive safety and mobility plan, high-level conceptual design improvements, and a prioritized list of implementable projects. The plan is funded through a Caltrans Sustainable Communities grant; City Council adoption of the final plan is anticipated in March 2027.

Draft Project Goals and Objectives

The project team developed a set of draft goals and objectives for the effort based on existing City policy, technical analysis, and field observations. Attendees were encouraged to provide input on these draft goals to help refine the project direction.

The draft goals and objectives presented include:

- Improve safety by reducing the severity and frequency of crashes;
- Advance equity for historically underserved communities;
- Enhance multimodal mobility for people walking, biking, and riding transit;
- Support livability and placemaking along the corridors; and
- Identify feasible and cost-effective implementation strategies.

Key Findings from Existing Conditions Analysis

This portion of the presentation provided a high-level overview of existing conditions analysis findings. Data analyzed as part of this effort included traffic volumes, intersection turning movements, vehicle speeds, collision history, transit ridership data from Sacramento Regional Transit, population and employment density, and Level of Traffic Stress (LTS) metrics for both bicyclists and pedestrians. The project team's data analysis was further informed by two site visits and corridor walks.

Collision History: Detailed collision data revealed clear opportunities to improve safety along both project corridors. On Arden Way, injury crashes were most commonly caused by rear-end collisions



Nicole Zhi Ling Porter, City of Sacramento and
Matt Weir, Kimley-Horn presenting to attendees.



The project team engaging with workshop attendees.

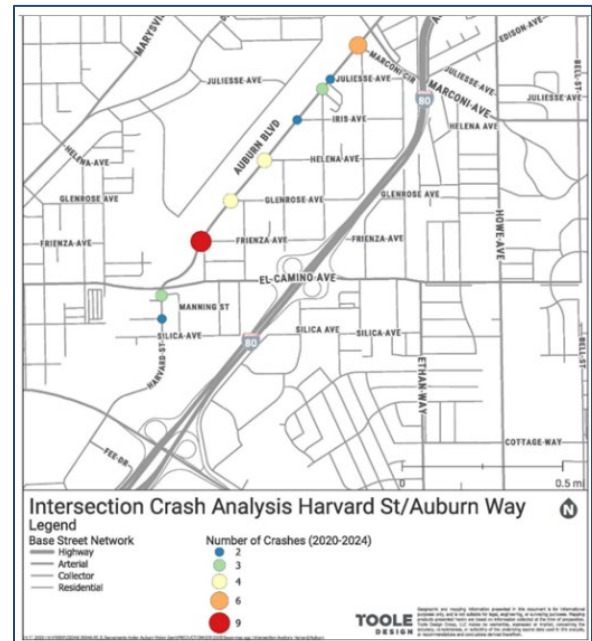
(39%) and broadside collisions (24%); fatal and serious injury crashes were most often the result of broadside (50%) and vehicle-pedestrian (15%) collisions.

On Auburn Boulevard, rear-end (35%) and broadside (30%) collisions were the most common overall, with fatal and serious injury crashes frequently involving pedestrians (25%) and rear-end collisions (25%). Across both corridors, unsafe speeds and traffic violations—such as ignoring traffic signals and right-of-way violations—were identified as primary contributing factors to crashes.

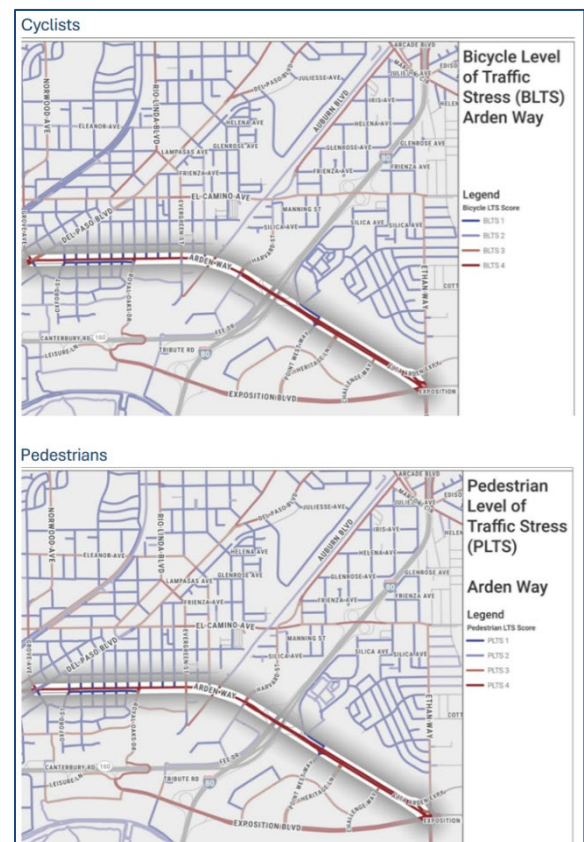
Transit Ridership: Additional analysis of transit ridership highlighted the importance of the corridor as a key transit route, with both light rail stations and bus stops showing consistent weekday activity. Census data further demonstrated that different areas of the corridors serve different demographic concentrations of population and job density, reinforcing Arden Way's role as a critical connection for daily travel.

Level of Traffic Stress: The Level of Traffic Stress analysis indicated that much of the corridor currently operates as a high-stress environment for people walking and biking, meaning that existing conditions are uncomfortable or inaccessible for many users, particularly those who are less experienced or more vulnerable. These findings were reinforced by broader conclusions that pedestrians and bicyclists represent a disproportionate share of fatal and serious injury crashes along the corridor.

The existing conditions analysis underscored the need for targeted safety improvements, particularly at high-risk intersections and along key stretches of the project corridors. The data-driven findings provided a



Crash Analysis along Auburn Boulevard / Harvard Street.



Level of Traffic Stress Analysis for bicyclists and pedestrians on Arden Way.

foundation for identifying potential design ideas to improve safety, accessibility, and comfort for everyone traveling in the project area.

Timeline & Next Steps

The plan development process is a three-phase effort that includes community engagement leading up to each milestone.

Phase 1 (Winter 2025 – Spring 2026)

introduces the planning effort to partners, residents, and community-based organizations to gather early input on current experiences traveling along the project corridors.



A graphic representation of the plan development process and timeline.

Phase 2 (Spring 2026 – Summer 2026) shares out what the project team heard from community members and partners in Phase 1 and shares proposed draft designs for safety and mobility improvements.

Phase 3 (Fall 2026 – Spring 2027) presents the Draft Arden Way-Auburn Boulevard Mobility Plan to the public for review and comment. After input has been provided, the project team finalizes the plan and presents it to City Council for adoption.

The presentation concluded with the project team directing attendees to sign up for updates on the project website and encouraging them to provide feedback at the boards around the room.

Station Overview and Feedback

Workshop attendees were encouraged to provide their feedback on a series of four stations around the room. Stations provided information and asked for input on project goals, key findings from the existing conditions analysis, and community members' experiences traveling on Arden Way and Auburn Boulevard. Project team members staffed each station, so participants were able to ask questions about the material presented on each board.

Station 1: Project Overview

This station introduced the Arden Way–Auburn Boulevard Mobility Plan and provided key background information including project goals, study area limits, a project timeline, and what the plan aims to deliver. Materials highlighted the City’s focus on improving safety, mobility, and access for all users while supporting future growth and community needs.

Station 2: Existing Conditions & Corridor Data

This station presented data and analysis related to current conditions along Arden Way and Auburn Boulevard. Participants reviewed maps and graphics illustrating traffic volumes, vehicle speeds, collision history, transit ridership, and population and job density.

The materials highlighted key challenges along the corridor, including high-stress conditions for people walking and biking, safety concerns at intersections, and patterns in serious and fatal crashes. Participants were encouraged to share their experiences and identify locations of concern.

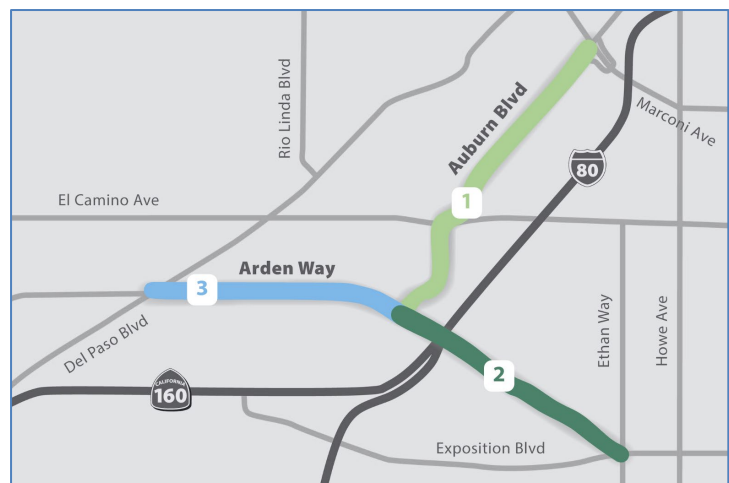


Katie DeMaio, AIM Consulting,
providing an overview of the
project to a workshop attendee.

Station 3: Project Corridor Sections

This station focused on three sections of Arden Way and Auburn Boulevard, allowing participants to explore corridor conditions in greater detail:

- **Section 1** – Auburn Boulevard / Harvard Street (Arden Way to Marconi Circle)
- **Section 2** – Arden East (Harvard Street to Ethan Way)
- **Section 3** – Arden West (Del Paso Boulevard to Harvard Street)



Map of the project corridor sections presented at the workshop.

A map of each corridor section and a corresponding interactive feedback board provided workshop participants with an opportunity to share their experiences traveling along each part of the corridors.

Summary of Community Feedback

Below is a summary of feedback received on the informational and interactive boards for each workshop station. Community members expressed a range of concerns, including:

- *"The Ben Ali neighborhood is cut off!"*
- *"Terrible, need connections. Non-existent bike/walkways need placemaking to get in use."*
- *"Terrifying to drive, much less walk/bike"*

Individual comments on each board are available in this document's Appendix.

Auburn Boulevard

(Arden Way to Marconi Circle)

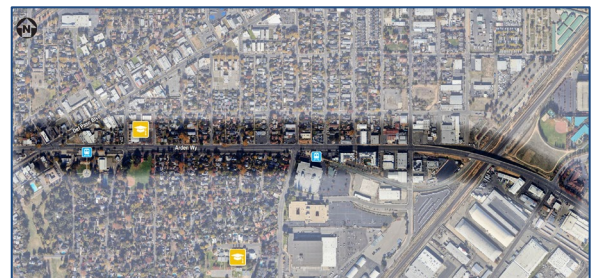
Feedback on this corridor section indicated that most participants find the corridor less comfortable and more challenging to travel on, particularly when walking and biking. Responses suggest that traveling by car is generally more comfortable while traveling by active transportation modes feel less safe. Participants shared mixed experiences when traveling both to destinations along the corridor and to locations outside of it.



Corridor Section 1: Auburn Boulevard / Harvard Street



Corridor Section 2: Arden East



Corridor Section 3: Arden West

Arden East

(Harvard Street to Ethan Way)

Feedback for this corridor section show a mix of experiences, though participants generally reported moderate to higher levels of challenge when traveling along the corridor. While driving is perceived as more comfortable, walking and biking tend to be associated with lower comfort levels. Most participants indicated they are traveling to destinations along the corridor, suggesting this segment serves more local access needs compared to others.

Arden West

(Del Paso Boulevard to Harvard Street)

Responses for this corridor section suggest varied experiences across travel modes, with driving and transit perceived as more comfortable modes of

transportation compared to walking and biking. Participants indicated that traveling along this section is more challenging, particularly for non-vehicular modes. Feedback also suggests a mix of trip purposes: some participants travel to destinations along the corridor, while others pass through.

Public Awareness and Notification

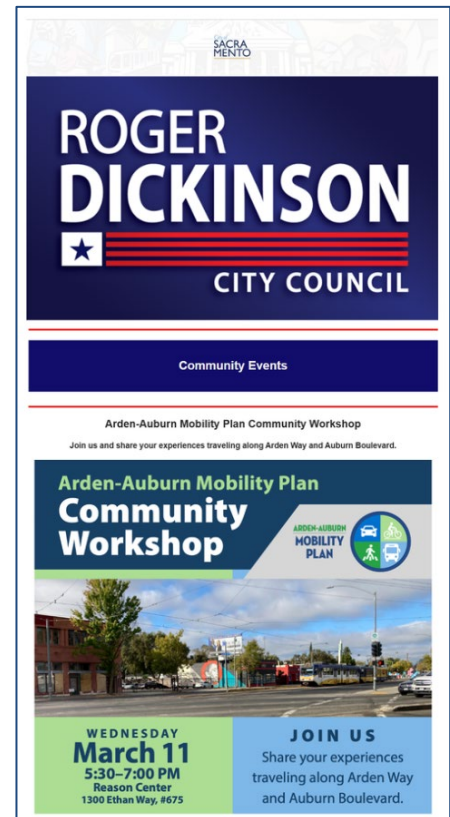
The project team implemented several strategies to promote the workshop and encourage community participation. Below is a summary of these strategies.

Email Communications: In February, the City of Sacramento promoted the workshop through emails sent to the project notification list and the City Minute Newsletter list. The project team shared the workshop flyer and details with Community Advisory Group (CAG) members and encouraged these organizations to share through their communication channels.

Additionally, the engagement team supported City efforts through email communications to community members and stakeholders including transportation advocacy groups, city agencies, chambers of commerce, community-based organizations, housing and neighborhood associations, environmental groups, social service providers, and schools.

Online: Registration and information about the workshop were posted on Eventbrite and shared through the project website at cityofsacramento.gov/ArdenAuburnPlan.

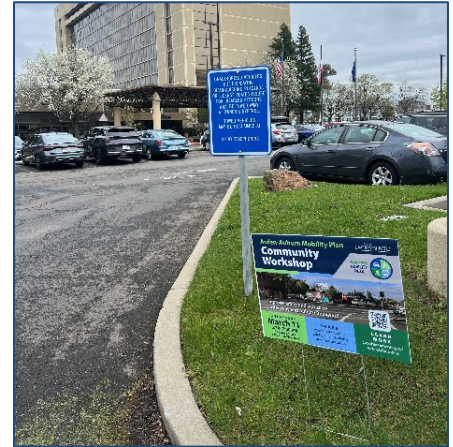
Social Media: The City of Sacramento and its partner organizations supported outreach through targeted social media promotion to help broaden awareness of the workshop among community members.



Councilmember Dickinson's Newsletter with information about the workshop.

Lawn Sign and Flyer Delivery: The project team visited the following local businesses and high-traffic destinations in the project area to distribute lawn signs and flyers promoting the workshop:

- DoubleTree by Hilton Hotel Sacramento
- Sacramento Police and Sheriff's Memorial
- Woodlake Park
- Extended Stay America Suites - Sacramento - Arden Way
- Hilton Sacramento Arden West
- Arden Mall (Transit Station)
- Sacramento Mobile Home & RV Park
- The Reason Center



A workshop lawn sign posted at the Hilton on Auburn Boulevard.

Appendix



Appendix A: Project Corridor Boards – Photos

Auburn Boulevard / Harvard Street (Arden Way to Marconi Circle)

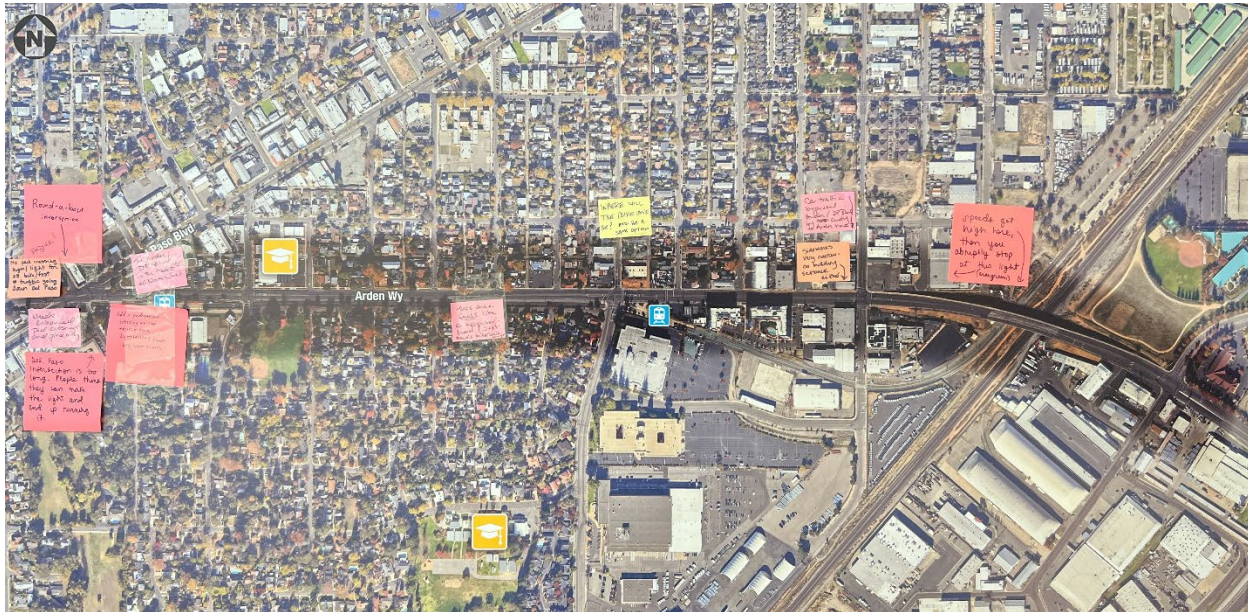


Arden East (Harvard Street to Ethan Way)





Arden West (Del Paso Boulevard to Harvard Street)





Appendix B: Feedback Boards – Photos

Auburn Boulevard / Harvard Street (Arden Way to Marconi Circle)

What's it like to travel here?

Auburn Blvd (Arden Way to Marconi Cir)

How do you feel when traveling along this corridor segment?
Place a dot underneath the experience you have.

More Comfortable Less Comfortable

When you travel along this corridor segment, where are you usually going?
Place a dot underneath how you most often use the corridor.

Destination on the corridor Destination not on the corridor

How challenging is it for you to travel along this corridor segment?
Place a dot underneath the experience you have.

Less Challenging More Challenging

FRIZZLE

Arden East (Harvard St to Ethan Way)

What's it like to travel here?

Arden East (Harvard St to Ethan Way)

How do you feel when traveling along this corridor segment?
Place a dot underneath the experience you have.

More Comfortable Less Comfortable

When you travel along this corridor segment, where are you usually going?
Place a dot underneath how you most often use the corridor.

Destination on the corridor Destination not on the corridor

How challenging is it for you to travel along this corridor segment?
Place a dot underneath the experience you have.

Less Challenging More Challenging

Arden West (Del Paso Boulevard to Harvard Street)

What's it like to travel here?

Arden West (Del Paso to Harvard St)

How do you feel when traveling along this corridor segment?
Place a dot underneath the experience you have.

More Comfortable Less Comfortable

When you travel along this corridor segment, where are you usually going?
Place a dot underneath how you most often use the corridor.

Destination on the corridor Destination not on the corridor

How challenging is it for you to travel along this corridor segment?
Place a dot underneath the experience you have.

Less Challenging More Challenging



Appendix C: Segment Boards – Full Size

Auburn Boulevard (Arden Way to Marconi Circle)



Arden East (Harvard Street to Ethan Way)



